

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Quinn's Garage

Other names/site number: Kenck Implement

Name of related multiple property listing:

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 206 Main Street

City or town: Augusta State: MT County: Lewis and Clark

Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

X A B X C D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official:

Date

Title:

State or Federal agency/bureau
or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☐

Public – State

☐

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☒

District

☐

Site

☐

Structure

☐

Object

☐

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u> </u>	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/TRADE: specialty store (vehicle/equipment repair and sales)

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: one-part commercial block

Materials: (enter categories from instructions.)

Principal exterior materials of the property: CONCRETE, WOOD/log, METAL, ASPHALT

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Quinn's Garage is in Augusta, Montana, an unincorporated town of under 400, located on a broad rolling plain east of the Rocky Mountains in northern Lewis and Clark County. The Rockies to the west (the Continental Divide lies within 30 miles), and the Elk Creek-Sun River confluence, southeast of town dominate the landscape. These mountain-fed streams supply moisture to the Sun River Irrigation System that sustains the area's agricultural economy in a semi-arid climate.

Augusta lies at the crossroads of Montana State Highway 287 and multiple county roads accessing rangeland and rural settlements. Highway 287 serves as Augusta's Main Street and is also the historic Geysers to Glacier tourist route between Yellowstone National Park to the south and Glacier National Park to the north.

Commercial buildings in Augusta's original townsite occupy Main Street's 100 and 200 blocks and residences and open lots are interspersed with the mostly free-standing, wood-frame commercial properties. Quinn's Garage is an outlier in Augusta with its concrete block construction.

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Narrative Description

QUINN'S GARAGE

Exterior

Quinn's Garage consists of a free-standing, single-story vernacular commercial building on the southwest corner of Main and Flemming Streets, facing east onto Main. The building is at a 45-degree angle relative to cardinal directions such that its facade elevation faces southeast. For the purpose of this description, we will refer to the façade as the east elevation and other elevations as west, north, and south.

Quinn's Garage is surrounded by grass and trees on its north and south sides, a gravel lot on its west, and the Main Street sidewalk to the east. The building features a rectangular footprint and wood post-and-flat-truss-supported shed roof sheathed in corrugated metal. Flat trusses consist of multiple 2X lumber on edge to form a laminate beam. Two truss rods run along the beam's underside, truss rods are tightened with a turnbuckle to exert upward, mid-span pressure on the beams. The low-slope roof sheds to the west elevation and is flanked by stepped parapets on the side elevations. The walls of the building are comprised of load-bearing, molded, panel-faced concrete blocks with a bush-hammered profile, and cast-in-place concrete headers over openings. The headers' top edge is cast with an ogee detail. The blocks of the east, south, and north elevations retain their exterior finish to a much greater degree than the blocks on the west elevation, which display very few that possess their original smooth surface, having been scoured down to their concrete matrix, likely due to roof runoff and the elevation facing wind-driven elements from the west. The simple façade cornice is in plane with the blocks beneath it, and is not stepped or articulated in any way.

East Façade (front)

The east-facing façade is flat in terms of its architectural detailing with window and door opening placement relevant to the historic uses of interior spaces. The southern end of the building housed blacksmithing and retains its two forges. This blacksmithing bay retains early two-panel, beadboard, inward-swinging, double-doors and adjacent twin, 20-lite, wood frame, fixed windows. Centered on the façade is a single in-swinging, wood, 1-lite-over-three-panel office mandoor. This door opening shares a jam with a 12-lite, wood frame, fixed window to illuminate what was historically the office.

The façade's north end historically ties to the auto-implement garage and machine shop. It holds four large, fixed unit windows capped with concrete headers featuring what appears to be a deteriorated ogee profile. These window openings are underscored with a continuous, slightly protruding, beveled concrete sill. Three of the windows are historic, 9-lite, wood units. A fourth window likely originally held a double-door opening with doors like those on the blacksmithing bay. This opening is infilled with cast-in-place concrete at its base and a 3-lite, aluminum window assembly, likely from work done in 1951 when Richard Kenck owned the building;

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though the present window configuration doesn't match its historic counterparts, infill materials and the window opening size are compatible.

North Elevation

The Flemming Street-facing north elevation is entirely block construction with a parapet that steps down from the front to the back of the building. It holds one 20-lite window towards the building's back. Beyond the absence of multiple windows, the north elevation retains some indicators that it was built tight to an adjacent building, which appears as a barbershop on the 1929 Sanborn Map. Portions of the north elevation's blocks show limited weathering and mortar joints that are not tooled as they are elsewhere on the building, indicating that builders had no access to that side of the building.

South Elevation

The south elevation is concrete block construction and features a stepped parapet and ten window openings. Four of the window openings are boarded over with plywood sheeting to conceal damaged and missing windows, two display 20-lite fixed units, and three feature 1-over-1, wood-frame, double-hung replacement units.

West Elevation

The rear, west elevation, exhibits a stepped roofline two courses higher on the elevation's south one-third. This stepped portion corresponds with the blacksmithing bay; its design may accommodate taller roof trusses to provide the space with a clear span, and may have allowed for taller vehicles and equipment to enter the building. The west elevation contains two primary service entries. Oversized inward-swinging, wood, double-doors are slightly north of the elevation's center. This assembly shares a jamb with an infilled man door opening. A second oversized service door towards the building's south end has a mid-to-late-twentieth century 4-lite/16-panel roll-up wood door. Just to the south is a contemporary metal man door. The west elevation's three window openings are positioned relevant to interior building functions; one opening is toward the north end of the elevation and two are situated to the right (south) of the oversized double doors. Plywood covers window openings that would have likely held 20-lite, single-sash units.

Interior

Augusta's only Sandborn map, from 1929, shows the garage's interior as having a central office surrounded by utilitarian blacksmithing, automotive, and machine shop space on three sides. Original double doors on the façade corresponded with counterpart doors on the building's back elevation, facilitating the ability to drive vehicles through the building. The present layout depicted by the map is modified, which likely occurred during Richard Kenck's tenure, but flooring relevant to each historic use is still evident: finished wood in the office, rough wood in the blacksmith shop, and concrete in the automotive areas. The current layout displays four rooms or quadrants: northeast, southeast, northwest, and southwest. The blacksmithing bay in the southeast quadrant retains a great deal of integrity with its worn wood floor, sooty concrete walls, multiple brands seared into wood walls, forges, and exposed roof structure. Between the forges along the south wall is a tree stump cut off at floor level, which may have served as a

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pedestal for an anvil. Adjacent to this is an approximately 18"X36" concrete pad, which may have accommodated another device such as a trip hammer or anvil. The blacksmith area's length measures about half that of the building with a wall that establishes a separate workshop in the building's southwest quadrant. The wall is insulated with cardboard from International Harvester products from Richard Kenck's time.

Like the blacksmith shop, the southwest workshop's structural elements are exposed, but displays a concrete floor, and an east-west wall. The wall is multiple single-leaf overhead doors that would have made interior space flexible for moving vehicles throughout or sealing off workspace for heating. The wall is clad in gypsum board on the south side, rendering the overhead doors inoperable. This wall separates the shop from the larger shop space in the building's northwest quadrant. Similar to the blacksmith shop and southwest workshop, the auto shop space also has its structural elements exposed, and contains a concrete floor. At one time, it may have opened to the automotive showroom comprising the building's northeast quadrant.

The wood-frame shiplap-clad wall separating the blacksmith shop from the original office remains with a single door serving to connect the two spaces. The office's north wall is removed, joining it with the automotive bay's show room, the northeast quadrant. The show room and former office share ceiling finishes of Celotex panels and the showroom's walls are clad in Celotex. The northeast quadrant has centered double doors in its west interior wall.

A bathroom at the building's center was likely accessible from within the office. It is built out into the interior's northeast quadrant, clad with clapboard siding, and holds a 6-over-6 double-hung wood window.

One notable feature of the interior of Quinn's Garage is the presence of a remnant exterior wall, likely from the original blacksmith shop constructed by Truffle Bergeron around 1899, which originally occupied the lot. This wall section measures 10 feet in length, runs north-south, and projects north from the present east-west running interior wall that divides the southwest and northwest quadrants of the building near the center of the building. The wall section rests on a rubble stone foundation, is wood frame, clad with clapboard siding, and holds a 6-over-6 double hung window. A brick chimney on a wood bracket supported by wood framing is anchored to the north end of the wall section.

The reason why one wall section of the original 1899 blacksmith shop that once occupied the lot remains within the 1917 construction may never be known. However, one possibility is that due to the length of time required to build the substantial concrete block building, the operator of the business at the time, Frank Quinn, continued to use the original 1899 blacksmith shop in order to produce income. As completion of the concrete block building neared, the rest of the 1899 wood frame blacksmith shop was removed, save a portion of the west wall, used to anchor an interior brick chimney.

Roof Structure

The roof structure is comprised of wood trusses and wood posts. Trusses span the blacksmithing bay and support 2X8-inch purlins at approximately 16-inches on center. Utilitarian areas with exposed roof structure show framing infill where skylights, monitor roofs, or vents existed that would have brought daylight and ventilation into the workspace.

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Integrity

Quinn's Garage retains all seven aspects of integrity. Integrity of location is excellent as the garage stands in its original spot. Integrity of setting remains fair to good as most of the historic buildings near the garage remain; the wood-framed Mack's General Store, two lots south of Quinn's, retains a remarkably high level of architectural integrity. To the immediate west of Quinn's Garage, along Fleming Street, several buildings retain sufficient integrity to suggest that a small historic district with National Register potential exists. Other Main Street buildings display some changes, such as cladding and/or had window units and opening size alterations, most retain their historic form, resulting in fair integrity of association and feeling for Quinn's Garage.

While some changes have occurred to Quinn's Garage over its 100-year existence, integrity of materials, workmanship, and design remain strong, easily conveying the period dating to Quinn. As the next building owner, Richard Kenck made a few modifications. In 1951, he infilled a double-door opening on the front elevation with a concrete base and incompatible contemporary three-part window with aluminum mullions. However, the proportions of the window opening are consistent with the adjacent historic windows and the change is historic in age. Kenck also modified the interior layout, introducing a north-south wall that bisects the old garage area; removing the north office wall; and cladding the space with Celotex panels to establish more of a show-room for the Harvester appliances and products he sold. Overall, the building's interior retains its historic, utilitarian finishes, features, volume, and character.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMERCE

Period of Significance

1917-1975

Significant Dates

1917

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Frank Quinn

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Quinn's Garage is individually eligible for listing in the National Register of Historic Places under criteria A and C. Quinn's Garage meets National Register Criterion A, association with local events. It is associated with the Augusta area's homestead-era development, consistent with the rest of the state's homestead boom between 1900 and 1918. This shift coincided with a transportation mode shift from horse-drawn conveyances to the internal combustion engine and geared implements. Prior to Frank Quinn constructing his concrete block building in 1917, an earlier blacksmith building associated with Treffle Bergeron stood on the property.¹ It appears Frank Quinn operated his business out of the original Bergeron shop for at least a year before he constructed the present building in 1917. Richard Kenck then operated his business out of the building for 28 years, which included serving as a dealer for International Harvester farm equipment.

Operating out of Quinn's Garage, both Quinn and Kenck provided important services and support to the area's farmers and ranchers. From 1917 to 1975, the building housed businesses that connected with multiple generations of nearly every farm or ranch family in the area. The multiple cattle brands forged in the building, whose impressions are seared into the wood partition inside the building attest to earliest reliance of the area's population of the services provided out of what is referred to as Quinn's Garage.

Quinn's Garage is also eligible for listing under Criterion C as a rare example of a combination blacksmith shop, auto garage, and auto dealership designed to serve horse-drawn conveyances, the nascent automobile industry, vehicles associated with a maturing automobile industry, and large-scale farm equipment and machinery. The building, which retains a high level of architectural integrity, stands as a rare example of ornamental cast concrete block construction in Augusta. The garage's concrete block walls, imitating coursed stone, are an early incarnation of the standardized modular building block approach to construction that would gain popularity in the 20th century. Although no documentation exists of Quinn's construction process, these blocks were commonly cast on site.

Although a small wood frame wall section of the original 1899 blacksmith shop that once occupied the property continues to stand within the interior of the building, the period of significance for Quinn's Garage begins with the construction of the 1917 concrete block building by Frank Quinn. The end of the period of significance is 1975, when another long-time owner, Richard Kenck retired.

¹ One partial wall from Bergeron's circa 1899 shop continues to stand within the interior of the present concrete block building.

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Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Historical Overview of the Augusta Area

(much of the following three paragraphs is taken from Jon Axline's, *Elk Creek Bridge* Historic American Engineering Record MT-151, prepared in 2014)

Meriwether Lewis, George Drouillard, and brothers Joseph and Reuben Fields passed through the Augusta area on July 8, 1806 as they scouted northward into the Marias River country on the Lewis and Clark Expedition. Lewis named the creek presently referred to as Elk Creek, Shishequaw Creek, and described the future site of Augusta as "an extensive beautifull [sic] and level bottom." Almost 50 years later, the Augusta area was included in the Blackfeet Reservation after the Judith River treaty in 1855. Although fur trappers from the Hudson's Bay and American Fur companies visited the area prior to the treaty, it wasn't until the late 1850s that it was extensively explored by James Doty as part of Isaac Stevens' mission to survey a route for a northern transcontinental railroad.² Only five years later, Lieutenant John Mullan's military wagon road passed through the area about twenty miles southeast of the Augusta area in 1860.³

Historically the home of the Blackfeet Indians, Euro-American development of the Augusta area began in the wake of a massacre on the Marias River by the U.S. Army in January 1870, the Baker Massacre. That event was followed by a reduction in the size of the Blackfeet Reservation to a line north of the Sun and Missouri rivers in 1871. Prior to this, non-Indian presence in the region was limited to a few trappers and traders, and traffic on the Benton Road, a primary north-south route between the westernmost Missouri River port city of Ft. Benton and the mining camps to the south that Ft. Benton supplied.⁴

With the removal of the Blackfeet, however, huge tracts of what had once been prime bison grazing territory opened to Euro-American ranchers. Deer Lodge Valley rancher Conrad Kohrs drove the first cattle herd into the Sun River Valley in 1869.⁵ Other ranchers, including David Auchard, the Clemons Boys, Warren Gillette, Bob Ford, and Stephen Mosher, followed him in

² Gary E. Moulton, ed., *The Definitive Journals of Lewis & Clark: Over the Rockies to St. Louis*, volume 8 (Lincoln: University of Nebraska Press, 2002), p. 97; Bernard DeVoto, ed., *The Journals of Lewis and Clark* (Boston: Houghton Mifflin, 1953), p. 421; Michael P. Malone, Richard B. Roeder, and William L. Lang, *Montana: A History of Two Centuries*, rev. ed. (Seattle: University of Washington Press, 1991), p. 117; John Mullan, *Report on the Construction of a Military Road from Fort Walla-Walla to Fort Benton* (Washington DC: Government Printing Office, 1863), p. 145- 146; Jon Axline, *Elk Creek Bridge*, Historic American Engineering Record (HAER-151), Intermountain Regional Office, 2014, p. 2.

³ John Mullan, *Report on the Construction of a Military Road from Fort Walla-Walla to Fort Benton*, (Washington DC: Government Printing Office, 1863), pp. 39, 40, 145, 146.

⁴ Michael Malone, Richard Roeder, and William Lang, *Montana: A History of Two Centuries*, (Seattle: University of Washington Press, 1976, revised 1991), pp. 120-121; Jon Axline, *Elk Creek Bridge*, Historic American Engineering Record (HAER-151), Intermountain Regional Office, 2014, p. 2.

⁵ Michael Malone, Richard Roeder, and William Lang, *Montana: A History of Two Centuries*, (Seattle: University of Washington Press, 1976, revised 1991), p. 150.

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the mid-1870s. Through preemption, desert and timber homestead entries, they were able to amass huge tracts of land over which to run their cattle. Although isolated from the mining camps, these ranchers found lucrative markets for their cattle and sheep in the mining centers of Helena and Virginia City, and in the transportation hub of Fort Benton. They also raised large horse herds to sell to the freighting and stage companies that crowded the Benton Road.⁶

By 1880, the cattle industry dominated the Sun River drainage before spreading into central and eastern Montana in the wake of the buffalo extermination and the arrival of the Northern Pacific Railway. Several severe winters, in the late 1880s and early 1890s, resulted in a precipitous decline in the size of the herds in the region and elsewhere in Montana.⁷

The Arrival of Irrigation

The decline in stockraising's prominence as the leading economical pursuit in the vicinity of what is now Augusta was paralleled by an increasing interest in the area's potential for crop production on irrigated land. Privately funded attempts in the mid-1890s through the early 1900s to establish an irrigation system adjacent to the Sun River proved unsuccessful.⁸ The notion of developing irrigation for crops, though, was supported by an 1889 US Geological Survey study of public lands that examined possible reservoir and canal locations, followed by another investigation in 1903 to determine the amount of land the Sun River could feasibly irrigate.⁹ These investigation helped spur private ventures to divert water from the Sun River.

Despite these investigations, in 1900, area farmers still principally relied on precipitation for crops. Despite the lack of irrigation, several factors did spur settlement including the arrival of the Great Northern Railroad and the growth of Great Falls, Montana, 70 miles east of Augusta, and the open encouragement by the Railroad to emigrants to settle on available public lands in the area. But a lack of water held back any significant settlement until the first decade of the 1900s.¹⁰

The settlers realized that completion of an irrigation system was not feasible without federal assistance, and increased their lobbying efforts. Finally, on February 26, 1906, the Secretary of the Interior authorized construction of the Sun River project. Five hundred thousand dollars was earmarked for canal construction on the Fort Shaw Unit and associated diversion dams. Work began in May of 1907 and concluded in July of 1908 on the multi-phased project that included

⁶ Jon Axline, *Elk Creek Bridge*, Historic American Engineering Record (HAER-151), Intermountain Regional Office, 2014, p. 2; Malone, et. al., *Montana*, pp. 120-121, 150, 173; Dearborn Homemakers, *Dearborn Country: A History of the Dearborn, Wolf Creek, and Craig Areas* (Wolf Creek: Dearborn Homemakers, 1976), pp. 55-56; *In the Shadow of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), p. 142.

⁷ Michael Malone, Richard Roeder, and William Lang, *Montana: A History of Two Centuries*, (Seattle: University of Washington Press, 1976, revised 1991), p. 150, 151, 153, 154, 165, 166.

⁸ "History", *Reclamation, Managing Water in the West, Projects and facilities, found at: <https://www.usbr.gov/projects/index.php?id=420>*, accessed 15 April 2019.

⁹ Robert Autobee, *Sun River Project*, Bureau of Reclamation, 1995, pp. 6, 7.

¹⁰ Robert Autobee, *Sun River Project*, Bureau of Reclamation, 1995, p. 6.

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two main canals, Fort Shaw and Greenfields Bench, the latter more relevant to the community of Augusta's development.¹¹

The initiation of the Sun River Project corresponded with the Great Northern Railroad's promotional campaign designed to attract homesteaders to northern and central Montana. Many of the homesteaders filed for patents on lands outside Sun River Project boundaries, and relied on dry-land farming techniques in their ventures. Others however, familiar with the unpredictable weather patterns on the Great Plains, selected lands within the project area to ensure adequate irrigation water.

Throughout the 1910s and 1920s, the United States Bureau of Reclamation (BOR) expanded the acreage under irrigation. While the initial acreage opened to irrigation was along the Sun River, efforts to provide water to lands on the benches north of the river dictated construction activity. Greenfields Main and South were constructed from 1913 to 1920, with 1913 witnessing the construction of a diversion dam and flume located in Sun River Canyon. With the formation of the Fort Shaw and Greenfields Irrigation Districts in 1926, work on Gibson Dam, located in Sun River Canyon three miles west of the diversion dam, began the same year and was completed three years later. The Greenfields Irrigation District assumed operation and maintenance of the Greenfields Division in January of 1931.¹²

Augusta's Settlement

The November 1871 General Land Office (GLO) map shows sparse settlement in Township 20 North Range 6 West. Roads on the map included the Fort Shaw Road, one section to the east of the present location of Augusta, that lies in the N1/2 of Section 17. However, an unnamed road is shown crossing through the NE1/4 of Section 17 on the approximate alignment of Augusta's Main Street. While GLO information indicates the earliest patent for land near the present townsite of Augusta was issued to Dion Hogan in 1877, the patent for the land where Quinn's Garage sits, the NE1/4 NE1/4 of Section 17, was issued to Fred F. Walrath seven years later in 1884.¹³

Frederick and his wife, Alvira, came to Montana from New York in 1873, first to Sun River crossing, then to the future area of Augusta. In February 1879, Fred filed on a 160-acre homestead, with the majority of the acreage in the NE1/4 of Section 17, encompassing much of the future site of Augusta.¹⁴ Interestingly, when Fred first arrived in Montana, he worked as a blacksmith, similar to a few of the men who purchased the property where Quinn's garage was to be built.¹⁵ Nine years after "proving up" on the homestead, he divided it into lots for sale in 1893. Walrath's venture was the basis of the community of Augusta, named for local rancher D.

¹¹ Robert Autobee, *Sun River Project*, Bureau of Reclamation, 1995, pp. 8, 9.

¹² Robert Autobee, *Sun River Project*, Bureau of Reclamation, 1995, pp. 15, 17-19.

¹³ General Land Office (GLO) map for T20N R6W, approved 30 November 1871; GLO patents for T20N R6W, found online at <https://glorerecords.blm.gov/search/default.aspx#searchTabIndex=0&searchByTypeIndex=0>, accessed 25 July 2019; General land Office search for Fred Walrath, T20N R6W, found online at https://glorerecords.blm.gov/results/default.aspx?searchCriteria=type=patent|st=MT|cty=|twp_nr=20|twp_dir=N|rng_nr=6|rng_dir=W|sec=17|sp=true|sw=true|adv=false, accessed September 23, 2019.

¹⁴ *Progressive Men of the State of Montana* (Chicago: A.W. Bowen & Co., 1902), p. 1857.

¹⁵ *Progressive Men of the State of Montana* (Chicago: A.W. Bowen & Co., 1902), p. 1857.

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J. Hogan's daughter. Walrath built a hotel in 1879 and operated a blacksmith shop and livery stable in the new community.¹⁶

The year 1884 witnessed the establishment of a post office in Augusta. The office was run by Phil Manix who contributed to the towns' development in other ways during his time there.¹⁷ The following year, the discovery of Sulphur deposits created a flurry of excitement, though the final verdict on the deposit's productivity proved less than hoped for.¹⁸

By the mid-1880s, people began to note Augusta's charms. In 1885, historian Michael Leeson wrote: "Augusta, located on the headwaters of the Sun River, has many advantages which promises to make it one of the important towns of the territory. It has fine agriculture surroundings and extensive ranges for cattle grazing."¹⁹ By 1900, apparently many people agreed with the rosy assessment of Augusta as it then boasted a population of 186 people.²⁰

In 1893, Fred Walrath hired James B. McDonald to survey the Augusta townsite; McDonald filed the plat at the Lewis and Clark County Courthouse in Helena in December of that year. This initiated some of the earliest commercial development of Main Street within a year, which included Walrath's blacksmith shop. Residential development along Main Street proved somewhat of a late development, not beginning until around 1896. The filed plat included 100 acres at the confluence of Elk Creek and the South Fork of the Sun River. The year following the platting of the townsite, Fred passed away, with his estate, including the N1/2 NE1/4 of Section 17 where Quinn's Garage sits, passing to his widow, Alvira.²¹

Despite the continued growth and associated sense of security, the real possibility of unforeseen calamity was ever present, especially for frontier towns such as Augusta. In April 1901, a fast-spreading fire broke out in the Adams & Company store destroying almost the entire Augusta business district in a little more than two hours. Like other frontier community's devastated by fire, Augusta quickly rebuilt its business district. Interestingly, the fire destroyed all the saloons in town, yet spared the churches, allowing Augusta to wear the "most moral town in Montana" mantle for several years.²²

¹⁶ Jon Axline, *Elk Creek Bridge*, Historic American Engineering Record (HAER-151), Intermountain Regional Office, 2014, p. 3.

¹⁷ Roberta Carkeek Cheney. *Names on the Face of Montana: The Story of Montana's Place Names*. Missoula: Mountain Press Publishing, revised 1984, p. 10.

¹⁸ Federal Writers' Project, *Montana: A State Guide Book* (Helena: Montana Department of Agriculture, Labor and Industry, 1939), p. 267; M. A. Leeson, *History of Montana, 1739-1885* (Chicago: Warner, Beers & Company, 1885), p. 757.

¹⁹ M. A. Leeson, *History of Montana, 1739-1885* (Chicago: Warner, Beers & Company, 1885), p. 1235.

²⁰ Jon Axline, *Elk Creek Bridge*, Historic American Engineering Record (HAER-151), Intermountain Regional Office, 2014, p. 3.

²¹ Jon Axline, *Elk Creek Bridge*, Historic American Engineering Record (HAER-151), Intermountain Regional Office, 2014, p. 3; Lewis and Clark County Courthouse Records, Helena, MT; *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), p. 9.

²² Jon Axline, *Elk Creek Bridge*, Historic American Engineering Record (HAER-151), Intermountain Regional Office, 2014, p. 3.

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By 1914, Augusta sported at least 22 businesses operating along the street. Reaching its "business and cultural peak" that year, these businesses included three general stores, three saloons, two "good" hotels, two barber shops, a pool hall, opera house, movie theater, cleaners, creamery, lumberyard, drug store, livery stable, blacksmith shop, garage, implement dealer, and real estate company.²³

Another crisis threatened Augusta in 1912 when a branch line of the Great Northern Railway (GNR) was constructed westward, part of the GNR's plan to extend its Montana Eastern Railway over the Rockies to its main line at Essex. Distressingly, for Augusta-ites, the line terminated at the newly-established community of Gilman, two miles northeast of Augusta. The possibility that Augusta's light might fade, if not be completely extinguished, under the cloud of Gilman truly worried the residents and businessmen of Augusta. A belief that Gilman could indeed supplant Augusta as the area's business center resulted in Abram Bradley shuttering his existing bank in Augusta to open a new one in Gilman and openly advocating for people to leave his former town and relocate to Gilman. In a determined effort to save their town, Augusta-ites heavily lobbied both the State Legislature and the GNR to build a spur line to their community, an effort that ultimately witnessed the passage of a 1921 law that empowered the Montana Railroad Commission to coerce the railroads to build spur lines to communities that sat up to two miles from the main line. Such action by the people of Augusta undoubtedly played a large role in the town's survival during this period. The arrival of the spur in Augusta in December 1922, essentially drove the final nail in the vitality of Gilman; despite retaining the mainline railroad, by 1918, Gilman waned as drought and the Post-World War I economic depression led to the area's Homestead Boom collapse. Economic competition from the older, more established, Augusta increased and Gilman's last hopes traveled down the tracks on the Augusta spur. The realization that Augusta, not Gilman, would continue to serve as the area's commercial center drew businesses and residents back to Augusta beginning in 1923 with the closure of the Gilman State Bank. Other businesses also read the writing on the wall including Monarch Lumber, which also closed in Gilman and reopened in Augusta. The F.M. Mack General Store, a 30,000-bushel grain elevator, and multiple homes were transported to Augusta.²⁴

Agriculture played a major role as an economic driver for the Augusta area and the arrival of the railroad assisted the process of bringing crops to market. However, by the late 1910s, homesteads across the state began to consolidate into larger agricultural operations. By the 1920s, as the operations grew, mechanization increased and improved, necessitated by the ever-

²³ *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), p. 9; Jon Axline, *Elk Creek Bridge*, Historic American Engineering Record (HAER-151), Intermountain Regional Office, 2014, p. 3.

Rockies: A History of the Augusta Area (Augusta: Augusta Heritage Committee, 1978), 142; Jon Axline, *Elk Creek Bridge*, Historic American Engineering Record (HAER-151), Intermountain Regional Office, 2014, p. 3.

²⁴ Jon Axline, *Elk Creek Bridge*, Historic American Engineering Record (HAER-151), Intermountain Regional Office, 2014, p. 4; Jeffrey L. Cuniff, "A Tale of Two Towns: Gilman and Augusta," *Montana The Magazine of Western History*, vol. 24, no. 2 (Spring 1976), pp. 43, 44-45, 51, 52-53; Donald B. Robertson, *Encyclopedia of Western Railroad History*, vol. 2 (Dallas: Taylor Publishing Company, 1991), p. 323; Don Spritzer, *Roadside History of Montana* (Missoula: Mountain Press Publishing Company, 1999), p. 263; Fred C. and Selma E. Nielson, "Montana Homestead Experiences: Gilman - Augusta, 1918-1923." (The Author, no date); *Beyond the Shadows of the Rockies*, (Augusta: Anderson Publication, 2007), pp. 15, 16.

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increasing size and the number of acres being cultivated. This mechanization included the use of farm equipment and implements, farm vehicles, and personal vehicles. Stepping in to service this need was first, Treffle Bergeron, then Frank Quinn with his garage and auto dealership, and later, Richard Kenck's garage and implement dealership. Reinforcing the agricultural productivity of the area was a 1939 description of Augusta that stated it was situated on a "cut-off" between Choteau and Helena and that "a fairly prosperous farming community surrounds the town."²⁵

World War II proved an economic boon to Montana agriculture, which benefited from wet growing seasons and soaring wartime commodity prices. Despite this, a 1942 Great Falls Tribune article indicates a population shift for those living in Augusta with some businesses closing and families moving to where the war effort meant steady work and higher wages.²⁶ Frank Quinn's successor, Richard Kenck and his family, temporarily relocated to Lewistown. Kenck, a licensed welder, worked in Lewistown during the war, a community that thrived thanks to the Lewistown Satellite Airfield, constructed in 1942 as a B-17 crew training facility.²⁷ After the War, Kenck returned to Augusta, as did many others who moved to Lewistown for the War effort.

Montana's wartime and post-war agriculture boom leveled off in the 1950s with multiple unproductive years in the 1950s, 1960s, and 1980s leading to smaller yields and further farm consolidation. Rural places like Augusta saw a population shift as people moved out of state or to suburban areas ringing Montana's established urban centers. While still serving the surrounding agricultural community, Augusta has expanded to promote its ranching heritage, such as nearby dude ranches, and its position near the virtually unparalleled front range of the Rocky Mountains, which boast the Bob Marshall and Scapegoat wilderness areas.²⁸

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Ownership History

The land where Quinn's Garage sits was originally homesteaded by Frederick Walrath in 1884. After his death, the land passed to his widow, Alvira, in 1896. The record is a bit murky at this point for a few years, though subdivision of the larger ¼ section of Section 17, now owned by Alvira, occurred. W. Frank and J. Martin Horan acquired lot 19 of block 2 at some point and transferred it to Treffle Bergeron and Charles Brewer in June of 1898. In 1906, Bergeron (Brewer was not mentioned at this point) acquired lot 20 of block 2 from Oscar and Rita Kenck. Five years later, in 1911, Ethel Bergeron, the wife of Treffle, relinquished all of her interest in both lots 19 and 20 to Treffle. Evidence suggests that it was during the ownership of the property by Bergeron that the first blacksmith shop on the property was constructed.²⁹ In 1913,

²⁵ Federal Writers' Project, *Montana: A State Guide Book* (Helena: Montana Department of Agriculture, Labor and Industry, 1939), p. 267.

²⁶ Great Falls Tribune. 19 September 1942.

²⁷ Lon Johnson, Lewistown Satellite Air Field Historic District, listed March 8, 2000, NR #00000162, on file at the Montana State Historic Preservation Office, Helena, MT.

²⁸ Jon Axline, *Elk Creek Bridge*, Historic American Engineering Record (HAER-151), Intermountain Regional Office, 2014, p. 4.

²⁹ *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), p. 104; "Services Today at Augusta for T.F. Bergeron," *the Great Falls Tribune*, 5 May 1934.

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Bergeron, now described as an "unmarried man" in the deed, transferred lots 19 and 20 to Alexander Chisholm. In November of 1926, the lots, with the exception of a portion of lot 20 owned by the Peoples Bank of Augusta, transferred to F.A. Quinn, the namesake of the building. Quinn expanded the business in 1917 with the construction of the concrete block building now occupying property. He primarily operated a blacksmith shop and auto dealership out of the building. After his death in 1941, Quinn's wife, Jessie, appears to have become entangled in some financial issues, with the result that Mountain States Building and Loan assumed the property through a Sheriff's sale in 1943. On June 13, 1947, Richard Kenck obtained the property. Kenck operated his business as an International Harvester dealer, and welder and mechanic out of the building until 1975, when he leased the building and retired. Kenck held on to the property until 2001.

Treffle Bergeron

Bergeron, a Canadian from Montreal, arrived in Montana in 1892, first locating in the Helena Valley where he found ranching work.³⁰ Around 1898, he made it to Augusta acquiring the sobriquet of "Joe Bush", due to the difficulty of a few of the town's people inability to remember his name.³¹ He learned the blacksmithing trade from Augusta resident Bill Ebrel.³² In 1898, he appears to have been in business with Charles Brewer based on a short notice in the *Teton Chronicle* stating the two were "kept quite busy in their blacksmith shop these days."³³ Unfortunately, the exact location of this blacksmith shop is unknown, but the shop became a gathering place to some degree after the two of them hung a new punching bag that garnered interest from the local boys about organizing a gym.³⁴ Bergeron and Brewer continued their business relationship at least until March of 1899, at which time Treffle "established his own business," apparently without Brewer.³⁵ His obituary states "he purchased his own shop" in 1899.³⁶

Whether Treffle built the first building or purchased an existing building on the lot(s) where Frank Quinn later constructed his concrete block garage in 1917, remains unknown. What is fairly certain, however, is that the wood frame wall section that stands in the interior of the existing concrete block building dates back to the use of the property by Treffle, serving as a testament to Treffle's earlier and the first blacksmith business to operate on the property. The 1910 United States Census confirms Bergeron continued operation of his own blacksmith shop.³⁷ The census also indicates his family at the time lived on "Main Street," the same street as the

³⁰ 1910 United States Census. His obituary provides a date of 1891 for his arrival in the United States.

³¹ "Services Today at Augusta for T.F. Bergeron," *the Great Falls Tribune*, 5 May 1934; *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), p. 103.

³² *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), p. 104.

³³ "Augusta," *the Teton Chronicle*, 2 December 1898.

³⁴ "Augusta," *the Teton Chronicle*, 30 December 1898.

³⁵ "Augusta Items," *The Montanan* (Choteau), 17 March 1899; *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), p. 104.

³⁶ "Services Today at Augusta for T.F. Bergeron," *the Great Falls Tribune*, 5 May 1934.

³⁷ 1910 United States Census.

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subject of this nomination. It is believed the log house immediately to the south of Quinn's Garage was the home of Treffle and his family.

Treffle married Minnie E. (Ethel) Terry of Augusta. Ethel, as she was commonly known, arrived from the Red River Valley area of Canada. Born in 1881, she arrived in Augusta in January 1900, marrying Treffle only four short months later, in May. The union resulted in the birth of two children, a daughter and a son, the latter died in infancy.³⁸ Domestic bliss apparently didn't last, however, as in 1911, Ethel transferred all of her interest in both lots 19 and 20 to Treffle.

Bergeron was highly regarded as a blacksmith. His blacksmithing work, however, did not preclude him from also pursuing a law enforcement career too, being appointed a constable and later a deputy sheriff.³⁹ Regarded as "a man of exemplary character and good morals, a friend of everybody's and a terror to evil doers," he continued to operate his blacksmith shop until around 1912.⁴⁰ Treffle passed away in May of 1934.⁴¹

Alex and Anna Chisholm

Around 1913, Alex and Anna Chisholm acquired the two lots. Another Canadian, this time from Nova Scotia, Alex also learned blacksmithing and worked his way west with the Northern Pacific Railway.⁴² At Big Timber, Montana, he quit the railroad and came to Augusta, arriving on July 3, 1883. He worked as a freighter between Fort Benton, Great Falls, Helena and Augusta in the mid-1880s, and married Anna Conner in 1890.⁴³ Anna was born in 1853 in Brazier Falls, New York.⁴⁴ In 1888, he homesteaded a ranch southwest of Augusta.⁴⁵ While Alex, like his predecessor of the lots where Quinn's Garage stands, Treffle Bergeron, was a blacksmith, it remains unknown if he ever practiced his trade in the building standing on one of the lots during his ownership. It is possible he practiced his trade early on out of the building, as the presence of a blacksmith shop would have seemed to be a strong motivator for the purchase; however, Alex's later pursuit of ranching likely left little time for any other endeavors, a fact reinforced by the 1920 Census listing Alex as "farmer".⁴⁶ Alex and Anna's ranching activities were further

³⁸ "Services Today at Augusta for T.F. Bergeron," *the Great Falls Tribune*, 5 May 1934; "Augusta," *the Great Falls Tribune*, 9 May 1900; *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), p. 104.

³⁹ *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), p. 104.

⁴⁰ "Services Today at Augusta for T.F. Bergeron," *the Great Falls Tribune*, 5 May 1934; "Augusta," *the Great Falls Tribune*, 9 May 1900.

⁴¹ *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), p. 105.

⁴² "A. Chisolm, Pioneer of Augusta, Dies," *the Great Falls Tribune*, 18 February 1939.

⁴³ "A. Chisolm, Pioneer of Augusta, Dies," *the Great Falls Tribune*, 18 February 1939.

⁴⁴ State of Montana Bureau of Vital Statistics, Certificate of Death for Annie Conner Chisholm, 12 November 1927.

⁴⁵ "A. Chisolm, Pioneer of Augusta, Dies," *the Great Falls Tribune*, 18 February 1939; *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), p. 137.

⁴⁶ 1920 United States Census.

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highlighted by an announcement offering 28 horses for sale in 1913.⁴⁷ Alex passed away in 1939; Anna preceded his passing in 1927.⁴⁸

Frank Quinn

Multiple dates and locations have been provided regarding the birth of Frank A. Quinn including 1865, 1867, and according to his death certificate, which would likely be the most accurate presuming it reflects input from his wife, 1868.⁴⁹ His location of birth has variously been credited to Wisconsin, Ogden, Utah, and Ogden, Iowa.⁵⁰ Frank was in Montana by at least 1891, living and working in Helena for a number of years, and gaining experience as a machinist and mechanic.⁵¹ In March of 1895, he married Jessie E. Hines.⁵² Together they moved to Augusta in 1915.⁵³ Though childless, the Quinn's had two nephews, William and Harry Hines.⁵⁴

Upon his arrival in Augusta, Frank immediately pursued blacksmithing as his primary means of income. He is first noted as using the existing garage on the property in 1916 (the shop built or purchased by Treffe Bergeron), when he advertised the sale of an Overland five-passenger automobile, Model 79. The add further suggests Frank put his garage to good use as the car featured an engine that was "just rebuilt and overhauled."⁵⁵

Despite that Frank never obtained actual title to the property that is the subject of the nomination until 1926,⁵⁶ a newspaper account from 1917 documents his investment toward "...adding to his garage a department 75 by 100 feet that will be used for machine shop, blacksmith shop and storage. This will give Mr. Quinn a plant second to none."⁵⁷ Some sort of agreement between

⁴⁷ "Auction Sale, Saturday, March 22, 1913," *Great Fall Tribune*, 16 March 1913.

⁴⁸ State of Montana Bureau of Vital Statistics, Certificate of Death for Annie Conner Chisholm, 12 November 1927; State of Montana Bureau of Vital Statistics, Certificate of Death for Alexander Chisholm, 20 February 1939.

⁴⁹ *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), 378; Standard Certificate of Death, State of Montana, for Frank A. Quinn, 17 August 1941; 1920 United States Census.

⁵⁰ *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), 378; Standard Certificate of Death, State of Montana, for Frank A. Quinn, 17 August 1941; 1920 United States Census.

⁵¹ R.L. Polk Directory for 1891, 1911, 1912, 1914; 1910/1920/1930 United States Federal Census; Jon Axline, *Historic Property Record Form for Quinn's Garage, 24LC2015*, May 2006, on file at the Montana State Historic Preservation office, Helena, MT.

⁵² County Marriage Records, for Frank A. Quinn and Jessie E. Hines.

⁵³ The 1915 Polk Directory for Helena states that Frank moved to Augusta at the time the directory was printed.

⁵⁴ "Funeral Services for Frank A. Quinn Scheduled Sunday," *The Great Falls Tribune*, 16 August 1941.

⁵⁵ "For Sale-Miscellaneous, *Independent Record*, 23 November 1916.

⁵⁶ Lewis and Clark Courthouse Deed between Alexander and Annie Chisholm and F. A. Quinn for lots 19 and 20, excepting the portion of Lot 20 owned by the People bank of Augusta, dated November 1926 (actual day not provided on deed).

⁵⁷ "Augusta Grows Steadily," *Independent Record*, 22 November 1917. The measurements of "75 by 100 feet" provided in the newspaper article exactly matches the size of the building standing on the lot.

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Chisholm and Quinn likely existed for such an investment by Frank, whether it was a handshake agreement or something more formal that was never officially filed. Regardless of the agreement, the building built by Frank resulted in the present configuration that is the subject of this nomination.

An enterprising individual, in 1918, Frank obtained the mail route contract between Augusta and Craig. The four-year contract required round trip travel between the two towns six days a week.⁵⁸ Less than a year later, Frank further invested in his mail route by acquiring two one-ton trucks to use in for his deliveries allowing him to "...make good time in carrying the mails (sic) but also to be able to handle passengers, baggage and freight."⁵⁹ Frank's enthusiasm for work outside the purview of his garage business extended to the sale of Priess Radios, so his customers could "Hear the great artists on the Sunday Nights' programs."⁶⁰ Smaller items were also sold out of his garage.⁶¹

Despite holding the mail service route, Frank didn't neglect his garage. Through the years of Frank's ownership, Quinn's Garage serviced much of the area's predominant agricultural economy. In addition to service and repair, Frank served as a dealer for a number of different automobile makes over the years with advertisements for Durant, Chalmers, and Chryslers. He also was a dealer for United States Tires.⁶² Realizing the importance of advertising, Quinn's Garage not only appeared in dealership advertisements, but Frank also advertised in the Official Automobile Blue Book for 1923.⁶³

Business went well enough that he was able to employ at least one mechanic, Nels Nelson, who alas, missed some work in 1924 due to a bout of rheumatism.⁶⁴ Unfortunately, another mechanic for Frank, John Gort, literally fell victim to a far worse malady, than rheumatism; Mr. Gort, at age 45, was killed in Augusta while working on a power transformer near the Great Northern Railroad Depot as a part-time trouble shooter for the Montana Power Company in 1930.⁶⁵ The year 1930, also witnessed a burglary at Quinn's Garage by Bert Hogan, a 21-year-old highway commission crew person.⁶⁶

Quinn's Garage appears on the 1929 Sanborn map as a single-story concrete "Garage & Mach. Shop," having space for twenty automobiles; it features the same footprint as at present.

⁵⁸ "Augusta-Craig Mail Rout Contract Is Awarded," *The Great Falls Tribune*, 6 July 1918.

⁵⁹ "To Use Auto Trucks On Augusta Mail Line," *Great Falls Daily Tribune*, 30 April 1919.

⁶⁰ "Hear the great artists on the Sunday Nights' programs," *The Great Falls Tribune*, 27 January 1926.

⁶¹ "For the best five sheaves of timothy, \$7.50 Old Sol Spot Light, offered by F.A. Quinn, garage, Augusta," *Independent Record*, 15 July 1918.

⁶² "Good Tire Judgement," *The Choteau Acantha*, 10 July 1910; "We Vouch for Them," *The Choteau Acantha*, 21 August 1919; "See the Big Nobs," *The Choteau Acantha*, 2 October 1919.

⁶³ "Durant Built Closed Cars," *The Great Falls Tribune*, 12 August 1923; "Chalmers Six Leads In Refinements," *The Great Falls Tribune*, 1 July 1923; "Fluid Driving Is Flying On Land!" *The Great Falls Tribune*, 12 January 1941; *The Official Automobile Blue Book, Volume 4 (Western and Transcontinental)* (Automobile Blue Books, Inc. Chicago, Ill. 1923), p. 529.

⁶⁴ "News From Augusta," *Independent Record*, 5 September 1924.

⁶⁵ "John Gort Killed By Augusta Wire," *Independent Record*, 21 September 1930.

⁶⁶ "Highway Employee (sic) Held For Garage Job At Augusta," *Independent Record*, 4 December 1930.

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Additional lettering occurs below the building call-out, but is undecipherable. Another business stands immediately to the north and a dwelling stands to the south.

Frank was civically engaged, allowing the use of his garage as a venue for different events. In 1938, the garage hosted a voter registration drive conducted by the Lewis and Clark County Republican Central Committee. Social gatherings also occurred at Quinn's Garage. In 1930, County Commissioner, Harry Pickett wrote a soliloquy that ran in the *Independent Record* newspaper, dubbing Quinn's Garage as Quinn's Club. County commissioners and constituents would convene after meetings in town with Quinn, the "sage of the section," as their host providing drink and old stories.⁶⁷

Frank continued to grow his business and built a gas and service station across the street from his garage in 1937.⁶⁸ The new construction allowed for the survival of a large old poplar tree, a local landmark, that had occupied the lot for years, despite the construction plans that included a large concrete driveway. Following his death in 1941, Jessie Quinn, Frank's widow, sold the garage to Texaco Distributor, Elmer Dial, who then sold it to Andy Brutoski in 1948.⁶⁹ The building has since been torn down.

It remains unknown if Jessie Quinn, age 69 at the time of Frank's passing, or any of Quinn's employees maintained business at the garage following Frank's 1941 death. However, financial trouble apparently ensued for Jessie as Mountain States Building and Loan assumed the property through a Sheriff's sale in 1943.⁷⁰

Richard C. Kenck

Four years later, on June 13, 1947, Richard Kenck obtained the property. Richard, the son of a dentist and a long-time Augusta resident, was born in Choteau on July 27, 1906.⁷¹ He discovered he was good with his hands while working for his father making false teeth, and his ability to tinker and fix items would have been further honed on a ranch purchased by his family. He attended high school in Augusta before departing for Chicago Tech and Montana State University in Bozeman to learn welding.⁷² In 1930 Richard was back in Augusta (at least at the time of the census) living with his family.⁷³ During that time, he worked running "the caterpillar, at the same time taking flying lessons at Great Falls." In March of 1931, he married his first wife, Mary "Mickey" Geldrich in Conrad, Montana, a union that resulted in the birth of

⁶⁷ "Registration Crews Will Go Into Field Seek Registrations," *Independent Record*, 9 September 1938; "Pickett Tells How 'Quinn's Club' At Augusta, Came Into Existence," *Independent Record*, 18 May 1930.

⁶⁸ "New Service Station," *Great Falls Tribune*, 17 August 1937.

⁶⁹ Assessors Records, Assessor's Office Lewis & Clark County, City-County Building, Helena.

⁷⁰ "Sheriff's Sale," *Helena Independent Record*, 24 July 1943.

⁷¹ *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), 253. Richard Kenck's father, Dr. O. A. Kenck, was a Helena dentist who established a horse-drawn dental wagon business travelling between Helena, Choteau, and Augusta.

⁷² *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), 255.

⁷³ 1930 United States Census.

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two children, a son and a daughter.⁷⁴ The year 1940 found Richard completing his World War II draft card, which suggested he lived in Seattle at the time.⁷⁵ The same year he operated his own service station in Augusta, though 1942 found him operating a welding shop in Lewistown.⁷⁶

By at least 1943, the Kencks returned to Augusta. In his short memoir that appeared in *In the Shadows of the Rockies: A History of the Augusta Area*, Richard stated he purchased Quinn's Garage in 1943; however, as the deed transferring the property from Mountain States Building and Loan to Richard is dated June 13, 1947, it appears Richard began his business out of Quinn's Garage in 1943, but didn't assume actual ownership until 1947 with the formalization of the transaction for \$2250.⁷⁷

Richard operated his new business as Kenck Implement Company, serving as the International Harvest dealer for the area. He likely continued the operation of the garage following the established business model Frank Quinn. In 1946, Richard advertised for an experienced mechanic in January.⁷⁸ Business appears to have been strong as he again advertised for help in 1949, though the classified came with the caveat of "no drinker", suggesting Richard experienced a less-than-desirable owner-employee relationship in the past. Additional help was solicited in 1953 for a permanent experienced mechanic and serviceman.⁷⁹

Already serving as the International Harvest dealer, Richard advertised for the sale of refrigerators made by that company out of his garage.⁸⁰ In 1951, after several years utilizing the original space he found when he purchased the garage, Richard remodeled his building, a likely necessity to refine the space more to his business.⁸¹ This remodel probably included the installation of the Celotex ceiling tiles and wall finishes, and aluminum frame storefront window on the façade, which likely replaced a double-door entry to the automotive area. He relinquished his dealership after several years to focus on his welding and mechanic business until 1975, when he leased the building and retired.⁸² Richard was active throughout his life outside the

⁷⁴ "Augusta Man Weds Teacher of Power," *Great Falls Tribune*, 8 April 1931; Pondera County Marriage Records for Richard C. Kenck and Mary Geldrich; *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), 255. In his short autobiography in *In the Shadows of the Rockies: A History of the Augusta Area*, Richard states he married Mary on March 28, 1932.

⁷⁵ The National Archives in St. Louis, Missouri; St. Louis, Missouri; *WWII Dra_ Registration Cards for Montana, 10/16/1940 - 03/31/1947*; Record Group: *Records of the Selective Service System*, 147; Box: 26, found online at <https://search.ancestry.com/collections/2238/records/24883705/printer-friendly?tid=&pid=&usePUB=true&phsrc=EAF400&phstart=successSource>, accessed 10 September 2019.

⁷⁶ 1940 United States Census; "Several Augusta Firms Closed," *Great Falls Tribune*, 19 September 1942.

⁷⁷ Assessors Records, Assessor's Office, Lewis & Clark County, City-County Building, Helena; Deed Books, Clerk & Recorder's Office, Lewis & Clark County, City-County Building, Helena.

⁷⁸ "Wanted," *Great Falls Tribune*, 20 January 1946.

⁷⁹ "Wanted," *Great Falls Tribune*, 16 June 1949; "Wanted," *Great Falls Tribune*, 20 June 1953.

⁸⁰ "Have You Seen the Egg-O-Mat," *Great Falls Tribune*, 28 May 1950; "Wanted," *Great Falls Tribune*, 16 June 1949.

⁸¹ "Augusta News," *Independent Record*, 15 May 1951.

⁸² *In the Shadows of the Rockies: A History of the Augusta Area* (Augusta: Augusta Heritage Committee, 1978), 255.

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garage too; he served as president of the Augusta Chamber of Commerce and was an avid outdoorsman, teaching hunter safety.⁸³

Subsequent Ownership

In March of 2001, Richard Kenck Jr. and Arlene Joyce McAdam acquired the building from Richard Kenck, Sr., as joint tenants with rights of survivorship. One year later, in August of 2002, Arlene Joyce McAdam began the process of transferring her share of the property to Richard Kenck, Jr. In 2018, Richard Kenck, Jr. transferred the building and property to Bar W LLC of Great Falls. In January of 2019, Bar W, LLC passed the property to Lynn Kenyon of Gig Harbor, Washington, who in-turn immediately transferred it to Buckin' Buffalo, LLC of Augusta, Montana, the current owner of the property.

Architectural Significance

Quinn's Garage is somewhat of an anomaly in terms of both its architectural and functional styles. While exhibiting no true distinctive architectural style, it does exhibit some features associated with one-part commercial blocks, albeit, stripped with minimal ornamentation. One-part commercial blocks often sit forward flush with the lot boundary. They often served for retail or office space, and proved popular in small towns and cities in the late nineteenth and early twentieth centuries. A free-standing building that displays a single story, one-part blocks arose from the lower portion of the more prevalent two-part commercial blocks. While simple in their footprint, ornate facades may grace the simple rectangular buildings, a feature lacking on Quinn's Garage.⁸⁴ A one-part commercial block feature well-represented by Quinn's Garage is the large wall space between windows and the cornice allowing for advertising and to make the façade seem bigger; advertising for the specific business on Quinn's Garage is noted in several historic images.⁸⁵ Exterior walls are most commonly constructed from brick, stone, or concrete masonry, and foundations are often poured concrete slabs, similar to the concrete block construction and concrete flooring of Quinn's Garage. One-part commercial block facades also feature windows and doors set in wood or metal frames, and doors, outside of those found on the façade, are few, a situation consistent with Quinn's Garage. Typically, non-façade windows are few; Quinn's Garage, however, holds numerous windows in two of the three non-façade elevations, reflecting its reliance on daylight, use as a blacksmith shop and later automobile and machinery shop, where significant exterior light would have been a necessity.⁸⁶

Perhaps the most interesting aspect of Quinn's Garage is its construction technic using concrete blocks. The building stands as the only example of ornamental cast concrete block construction

⁸³ "Officials Talk Over Proposal For Incorporation of Augusta," *Great Falls Tribune*, 18 September 1947; "Richard Charles Kenck Sr.," *Great Falls Tribune*, 9 July 2002.

⁸⁴ Francis Kowsky, "Early Twentieth Century Commercial Style," found online at <https://buffaloah.com/a/archsty/20/20.html>, accessed 24 September 2019.

⁸⁵ Richard W. Longstreth, *The Buildings of Main Street, A Guide to American Commercial Architecture, Updated Edition* (Walnut Creek: Alta Mira Press, 2000), p. 55.

⁸⁶ Hardy Heck Moore, Inc., *Final Report, Downtown Leesville Historic District Design Guidelines, Leesville, Louisiana*, (Louisiana Division of Historic Preservation, 2012), p. 9.

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in Augusta. The only building in town sporting such construction, the garage's concrete block walls, imitating coursed stone, are an early incarnation in Augusta of the standardized modular building block approach to construction that gained popularity in the 20th century.

Even after Augusta's 1901 fire, wood construction predominated Augusta's building stock in 1917. Non-combustible, resilient, and rationally standardized concrete was the latest technological improvement in construction, especially practical for industrial buildings such as Quinn's Garage.

Portland cement serves as a key component in providing strength and hardness to the molding of the type of concrete blocks used in the construction of Quinn's Garage. Following its development in England in the mid-19th century, concrete using Portland cement, revolutionized construction. In 1917 Montana, Portland cement's elements were mined and manufactured where the minerals were available. The closest operations were the Three Forks Cement Company's plants in Three Forks and Hanover, Montana; however, the closest of these was still over 140 miles from Augusta.⁸⁷

No documentation has been found regarding the origin of the blocks used in the construction of Quinn's Garage. They could have been cast on site with raw materials brought in, or the finished brick could have been shipped via rail transport from either Hanover or Three Forks via Gillman.

Quinn's Garage continues to stand over 100 years after its construction. It represents an important cog in the business district of Augusta, serving through much of the town's history as a place where help was always locally available to the owners of horses, automobiles, and farm machinery. It also stands as a testament to the vision and perseverance of the building's owners and the town as a whole at a time when Augusta's future was uncertain relative to the nearby and rival upstart community of Gilman.⁸⁸

A Short History of Concrete Block Construction and Portland Cement

Earliest use of concrete block construction is tenuously credited to the ancient Egyptians.⁸⁹ Centuries later, William Ranger of Brighton, England referenced the use of "Portland stone" in his attempt, using wood molds, to make an artificial stone block as a building material. Ranger's early reference to "Portland stone" proved prescient as Portland cement served as an impetus for the expansive use of concrete in the United States at the turn of the twentieth century.⁹⁰

⁸⁷ In January 1917, an announcement in the Lewistown paper related that the Three Forks Portland Cement Company was building a plant at nearby Hanover near the rail line. Six months later, progress on the plant proved so encouraging that the owners stated the plant would be producing cement and gypsum products by October. "New Cement Plant Soon to Be Producing," *Great Falls Tribune*, 14 July 1917; "Cement Plant At Lewistown," *Great Falls Daily Tribune*, 8 January 1917.

⁸⁸ *Helena Independent Record*, 22 November 1917, p. 3; *Helena Independent Record*, 9 September 1938, p. 5; *Helena Independent Record*, 18 May 1930, p. 5.

⁸⁹ James Hall, "The Early Developmental History of Concrete in America," (M.S. Thesis, Ball State University, Muncie, Indiana, 2009), p. 20.

⁹⁰ James Hall, "The Early Developmental History of Concrete in America," (M.S. Thesis, Ball State University, Muncie, Indiana, 2009), p. 23.

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In the United States, one of the earliest attempts at concrete block manufacture using a concrete mixture and mold was patented by Wisconsinites Ambrose Foster and John Messinger in 1855, with the noteworthy feature that their product contained a hollow core. This feature not only allowed the block to cure more quickly, it also had the distinct advantage of lightening the weight of the block by requiring less material. Foster and Messinger's blocks essentially yielded the concrete block of the future.⁹¹

Whereas load-bearing brick or stone masonry pre-dating concrete block relied in part on a wall assembly's thickness for stability, hollow-core concrete block allows for comparatively slender, single-width wall thicknesses for less building material and labor. The stacked blocks' hollow cores accommodate reinforcing bars that run vertically and packed with grout for rigid, reinforcing columns that connect to the foundation and roof, tie building corners together, tie into cast-in-place lintels, and provide lateral strength to the walls. At its best, concrete block is stronger than fired clay masonry. However, eroded block on Quinn's Garage shows the long-term shortcomings of what is likely field-mixed concrete, cured in an environment that changed with the seasons. Concrete block made in 1917 did not benefit from the 150 years of research that benefits us today.

An important element in the modern production of concrete, and concrete blocks, is Portland cement, named after a limestone found in Portland, England. Joseph Asdin of Leeds, England invented the man-made cement in 1824. By 1902, 65 plants manufactured Portland cement in the United States, a number that grew over the years, eventually counting the plants of the Three Fork Cement Company among the number. These plants produced Portland cement by burning a mixture of pulverized materials containing lime, silica, and alumina, yielding a clinker product crushed into what is known as Portland cement.⁹²

It was the innovation of Portland cement that allowed for the practical and viable use of concrete block for construction. With the knowledge of concrete block manufacture that utilized a new design, combined with the large-scale production of Portland cement, the development of machinery for large scale use began to be profitable.⁹³ The mass production of concrete block occurred as a direct result of the rise of the Portland cement industry.⁹⁴ The benefits of concrete block include ease of manufacture, transport (though potentially expensive), and durability.

⁹¹ James Hall, "The Early Developmental History of Concrete in America," (M.S. Thesis, Ball State University, Muncie, Indiana, 2009), pp. 28, 29.

⁹² James Hall, "The Early Developmental History of Concrete in America," (M.S. Thesis, Ball State University, Muncie, Indiana, 2009), pp. 33, 34.

⁹³ James Hall, "The Early Developmental History of Concrete in America," (M.S. Thesis, Ball State University, Muncie, Indiana, 2009), pp. 28, 30, 32.

⁹⁴ James Hall, "The Early Developmental History of Concrete in America," (M.S. Thesis, Ball State University, Muncie, Indiana, 2009), p. 10, 11, 66.

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Name of Property

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Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____
- ☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property .289 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 47.492500 Longitude: -112.392222

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary includes the present property boundary and all features historically associated with Quinn's Garage.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes all features historically associated with Quinn's Garage.

11. Form Prepared By

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street & number: 1301 E. Locky
: MT zip code: 59620
[e-mail pebrown@mt.gov](mailto:pebrown@mt.gov)
telephone: (406) 444-7718
date: September 25, 2019

and

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organization: Montana State Historic Preservation Office
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telephone: (406) 444-3647
date: September 25, 2019

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Please see Continuation Sheets below.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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National Park Service

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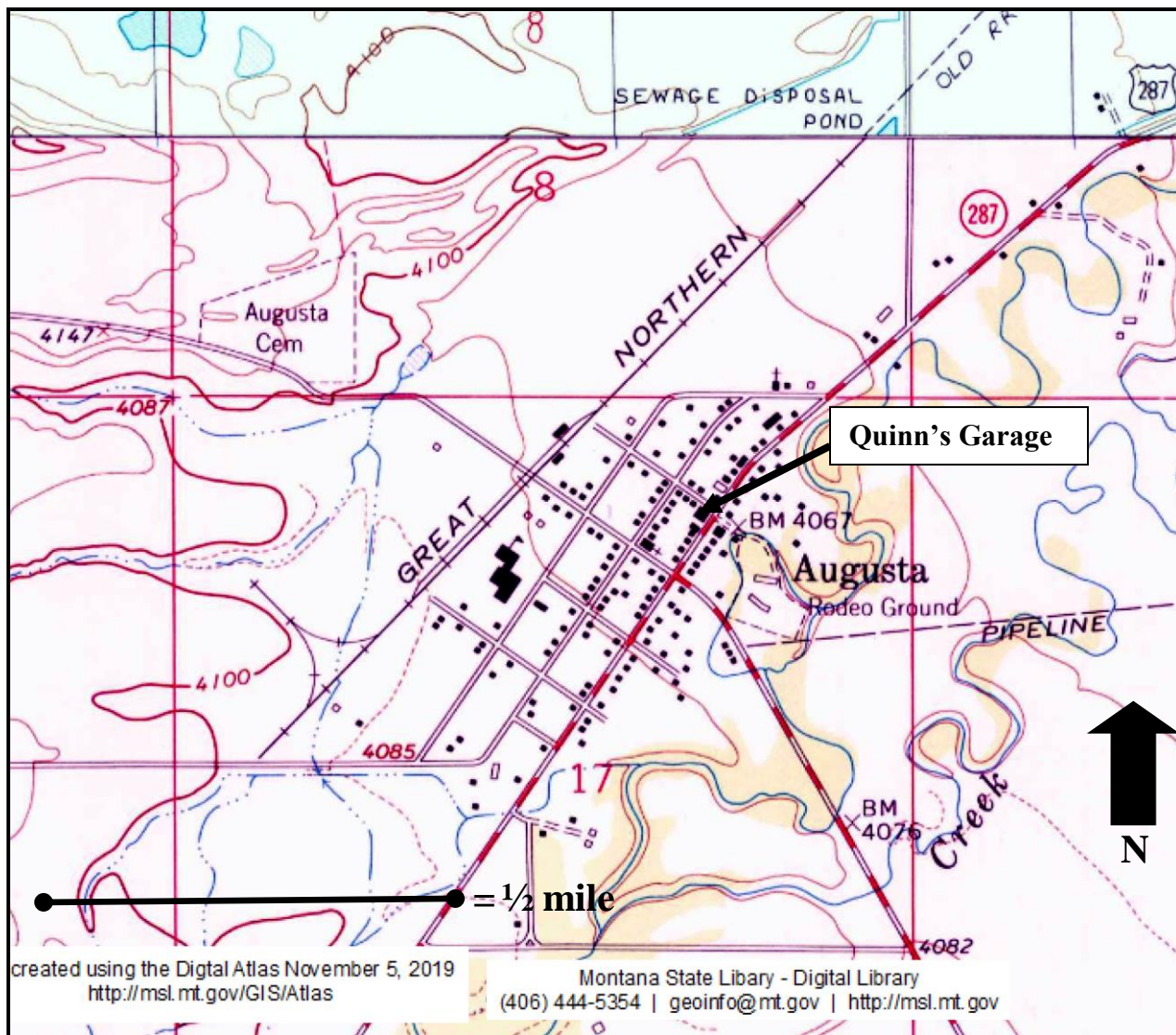
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Location of Quinn's Garage. Found on the Augusta 7.5' Quadrangle map. T20N R6W S17.

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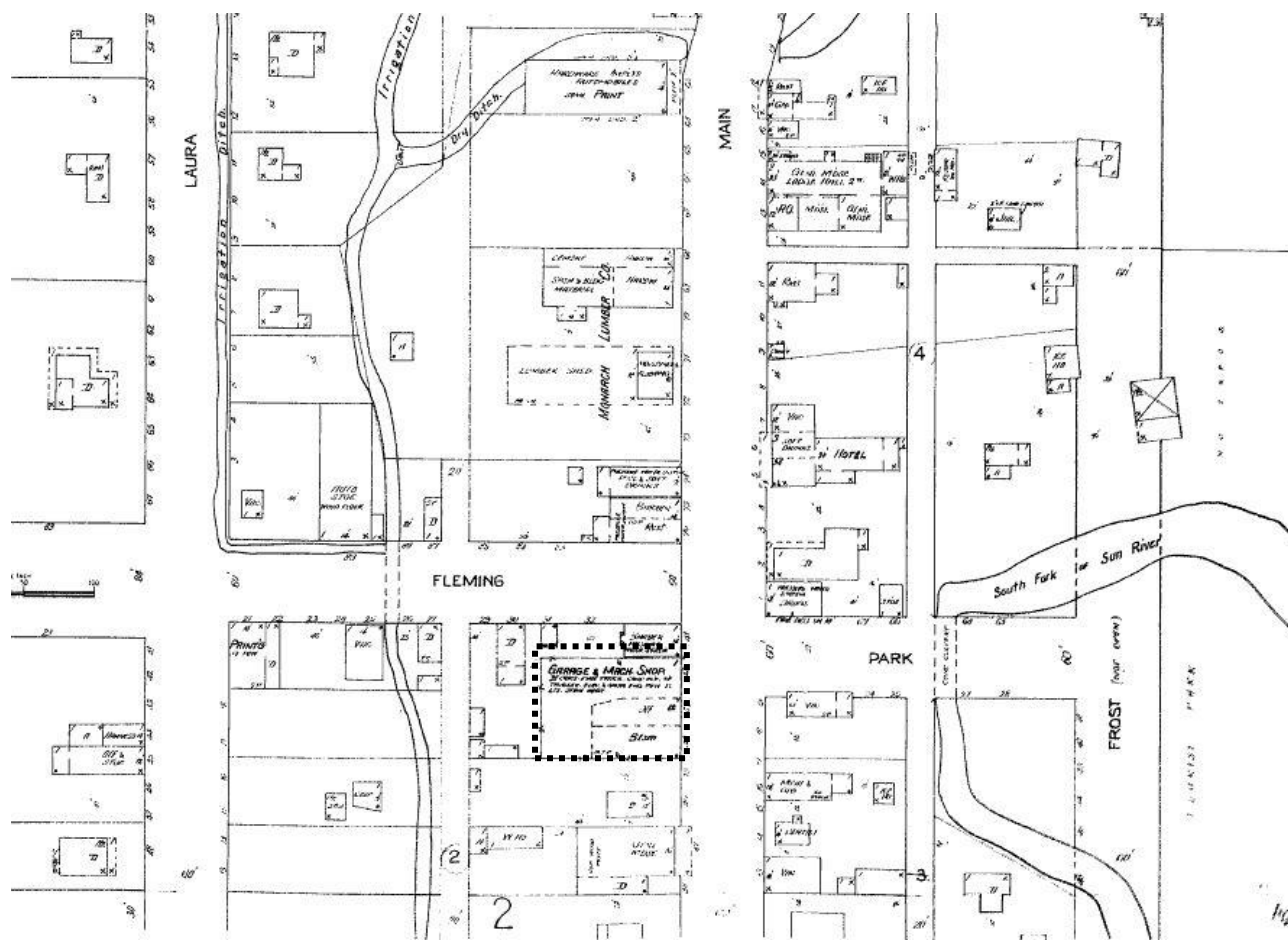
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Sanborn Map of Augusta, 1929. Location of Quinn's Garage shown within dashed line.

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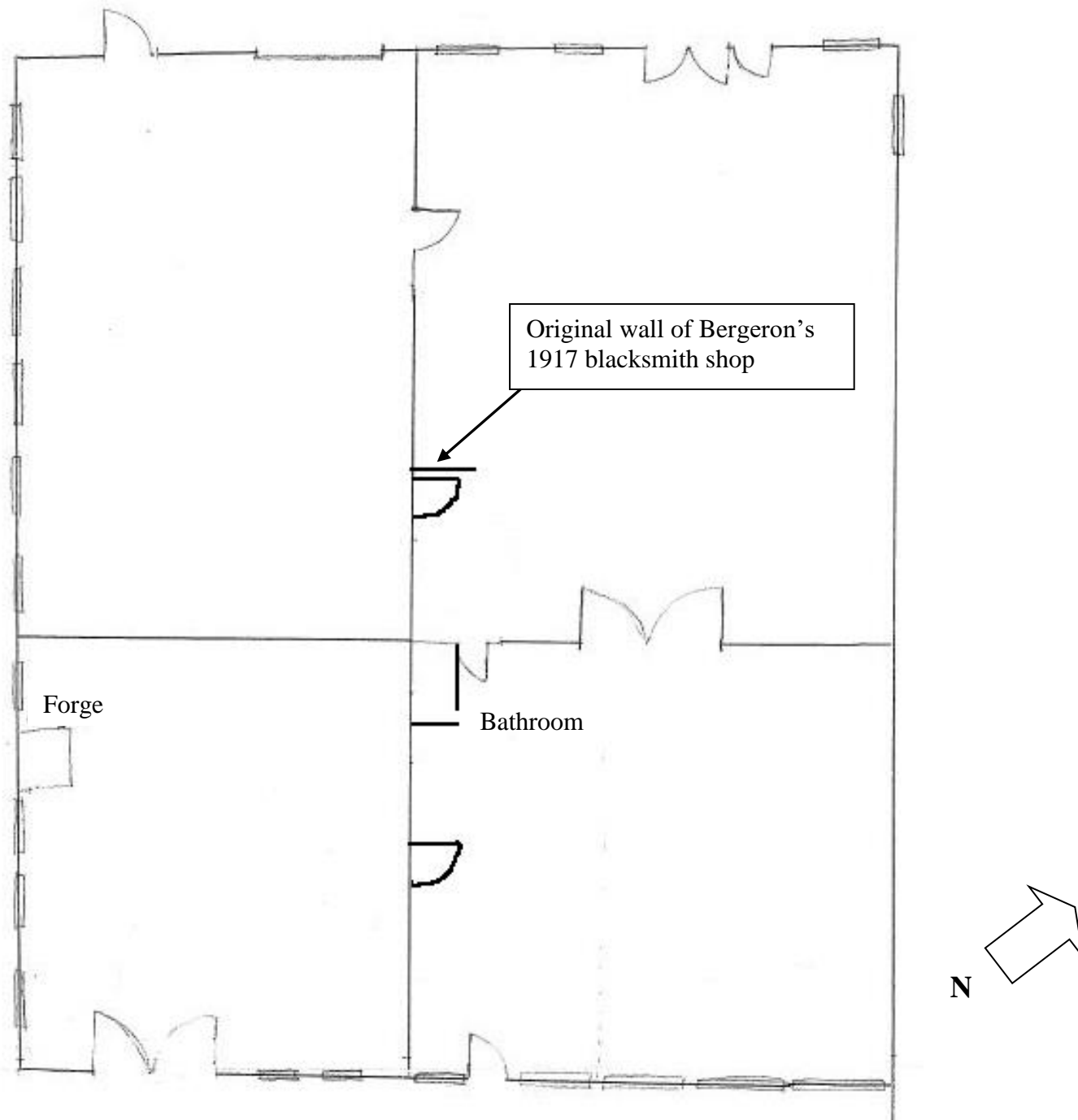
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Floorplan of Quinn's Garage, Augusta, MT

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Quinn's Garage (as Kenck's Welding & Machine Shop, Hardware). From <https://www.montanapictures.net/augusta-montana-picture-tour/>

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, south and east elevations, view to the north.

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, east and north elevations, view to the west.

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, north elevation, view to the west.

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, south elevation, view to the northwest.

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, west and south elevations, view to the east.
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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, west and south elevations, view to the east.
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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, close-up of east elevation, view to the north.

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, close-up of door in east elevation, view to the northwest.

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, west elevation, view to the southeast.

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, close-up of double-door, west elevation, view to the southeast.

MT_LewisAndClarkCounty_Quinn'sGarage_0010

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, south end of west elevation, view to the southeast.

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: John Boughton

Date Photographed: November 2019

Description of Photograph(s): Quinn's Garage, interior photo of northwest quadrant of building.

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, interior photo showing ceiling in northwest quadrant of building.

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

Photographer: Jon Axline

Date Photographed: June 2019

State: MT

Description of Photograph(s): Quinn's Garage, interior photo of southeast quadrant showing forge.

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, interior photo of northwest quadrant of building.

MT_LewisAndClarkCounty_Quinn'sGarage_0015

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Quinn's Garage

Name of Property

Lewis and Clark County, MT

County and State

N/A

Name of multiple listing (if applicable)

Section number National Register Photographs

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, interior photo of southeast quadrant of
MT_LewisAndClarkCounty_Quinn'sGarage_0016

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Quinn's Garage

Name of Property

Lewis and Clark County, MT

County and State

N/A

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 53



Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, interior photo of northeast quadrant of building.

MT_LewisAndClarkCounty_Quinn'sGarage_0017

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Quinn's Garage

Name of Property

Lewis and Clark County, MT

County and State

N/A

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 54



Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: Jon Axline

Date Photographed: June 2019

Description of Photograph(s): Quinn's Garage, interior photo of northeast portion of building.

MT_LewisAndClarkCounty_Quinn'sGarage_0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number National Register Photographs

Quinn's Garage

Name of Property

Lewis and Clark County, MT

County and State

N/A

Name of multiple listing (if applicable)

Page 55



Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: John Boughton/Pete Brown

Date Photographed: November 2019

Description of Photograph(s): Quinn's Garage, photo of original exterior wall of Bergeron's original blacksmith shop inside current building, northwest quadrant.

MT_LewisAndClarkCounty_Quinn'sGarage_0019

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Quinn's Garage

Name of Property

Lewis and Clark County, MT

County and State

N/A

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 56



Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: John Boughton/Pete Brown

Date Photographed: November 2019

Description of Photograph(s): Quinn's Garage, close-up photo of original exterior wall and foundation of Bergeron's original blacksmith shop inside current, building, northwest quadrant.

MT_LewisAndClarkCounty_Quinn'sGarage_0020

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Quinn's Garage

Name of Property

Lewis and Clark County, MT

County and State

N/A

Name of multiple listing (if applicable)

Section number National Register Photographs

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Name of Property: Quinn's Garage

City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: John Boughton/Pete Brown

Date Photographed: November 2019

Description of Photograph(s): Quinn's Garage, original exterior wall of Bergeron's original blacksmith shop inside current building (center rear of photo), northwest quadrant..

MT_LewisAndClarkCounty_Quinn'sGarage_0021

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Quinn's Garage

Name of Property

Lewis and Clark County, MT

County and State

N/A

Name of multiple listing (if applicable)

Section number National Register Photographs

Page 58



City or Vicinity: Augusta

County: Lewis and Clark

State: MT

Photographer: John Boughton/Pete Brown

Date Photographed: November 2019

Description of Photograph(s): Quinn's Garage, Side-view of original exterior wall of Bergeron's original blacksmith shop inside current building, building, southwest quadrant..
MT_LewisAndClarkCounty_Quinn'sGarage_0022